

U.S. MEDIATORS FACE DEADLOCK ON R. R. DISPUTE

Matter Will Probably
Be Referred to
President Wilson.

ARBITRATION NOW
SEEMS PROBABLE

Federal Board Has Never
Given Up Hope of Avert-
ing Strike of 400,000.

The only definite word that came yesterday from the conferences on the railroad dispute was that both sides were still deadlocked. The Federal mediators, having heard the roads' contentions on Wednesday, met the representatives of the four great brotherhoods yesterday morning and then went back to the railroad managers' conference committee in the afternoon. If anything was accomplished toward bringing the trainmen and their employers together, that step was kept a guarded secret.

"When we arrived," said Martin A. Knapp, chairman of the United States Board of Mediation and Conciliation, "the situation presented a deadlock on the face of it. Whether we can change it remains to be seen. We have met both sides and there will be other conferences. Which side we shall meet next I am unable to say. We intend to get together ourselves to-night."

Have Not Given Up Hope.
"May we understand," Judge Knapp was asked, "that your negotiations have progressed so satisfactorily that the board will continue its endeavors?"
"Yes," he replied. "We have never given up hope of preventing a strike, but this is a big proposition and we have just started. I didn't know anything about it when we began, and we are just getting into it."

It is almost certain that the demands of the 400,000 discontented engineers, firemen, conductors and others on 225 roads, for an eight-hour working day and time and a half pay for overtime, will be turned over to an arbitration board through the action of President Wilson. The brotherhoods told the mediators yesterday morning that they were determined to stand pat on their demands. Their representatives have the authority to call a nationwide strike at any time, but out of courtesy to the Federal conciliators are holding off until the present conferences end.

No Communication with Capitol.
"Have you had any communication with the President?" Judge Knapp was asked after the day's meetings.
"No," he answered. "That is not in contemplation at present."

This is the situation now:
The railroad men are anxious to have the demands of the men arbitrated. The managers believe the changes involved present too big a proposition to be mediated. Mediators simply hear both sides in secret and try to get a compromise proposition from each side that the other will accept. The managers contend that the public ultimately must pay the bill and, therefore, the only way to settle a dispute involving such complications is for each side to present its case in open court, before a board of arbitration, which will reach a binding verdict.

Heads Have Strike Vote.

On the other hand, the brotherhoods have been talking strike for more than six months. A. B. Garretson, W. S. Stone, W. G. Lee and W. S. Carter, presidents respectively of the conductors', engineers', trainmen's and firemen's unions, have the vote of 94 per cent of their men to call a strike. As a tie-up of the railroads involved would mean such a tremendous hardship upon the whole country, however, it is believed the brotherhood heads can be persuaded to arbitrate their grievances lest they forfeit public sentiment. Therefore, unless the mediation succeeds, it is probable that the President will be asked to bring about arbitration.

According to a report from Washington, an appeal for President Wilson's

aid in preventing the tie-up of the railroads of the country in a general strike is to be presented at the White House to-day by representatives of all the railway employees not included in the four brotherhoods. As against the 400,000 who have voted in favor of the strike, the appeal to the President is said to represent 1,300,000 workers.

Tennessee Man Spokesman.
The spokesman for the railway employees will be Robert T. Frazier, of the Nashville, Chattanooga & St. Louis Railway, who will be introduced by Senator Shields, of Tennessee.

The men will ask the President to favor legislation to make strikes such as that now threatening impossible. They want all future disputes on wages and working conditions settled by arbitration.

The mediation board, consisting of Judge Knapp, chairman, Judge W. L. Chambers and G. W. W. Hanger, expects to hold several more meetings. The conference with the four brotherhood presidents and 600 adjustment chairmen, at Webster Hall, was confined to a statement of the trainmen's case and their determination to get what they ask, by strike if necessary.

When the mediators left the hall, Mr. Hanger said something definite might be given the public in twenty-four hours, but the fact that after the board met the railroad managers a second time in the afternoon the mediators were uncertain as to whether to meet next, cast doubt upon this.

The nineteen members of the railroad managers' conference committee requested the mediators to change the afternoon meeting place and keep it secret so that they might not be interrupted by reporters. So the Federal board and the managers went to Room 119 in the Biltmore at 3 o'clock and stationed two guards at the entrance to the suite.

The board had expected to finish its work in forty-eight hours from the time it started, but it was asserted by railroad men yesterday that it would be impossible to get sufficient grasp of the situation in that time to arrive at a basis of possible agreement.

Railroad men expect the mediators will find themselves up against a hopeless task.

Arbitration Binding;
Mediation Is Not

The Newlands act, under which the present negotiations between the railroads and their men are being conducted, provides two distinct methods for bringing labor disputes to a settlement. The first method is through mediation and conciliation; the second is through arbitration. It is the first method that is being tried now. Negotiations toward mediation and conciliation are held in secret, and neither side is bound to abide by preliminary agreements that arise under them.

Arbitration, on the other hand, is conducted in public, a hearing of both sides and their men is being conducted, and the decision made by the board of arbitration is binding upon both parties, just as much as the verdict of a court of original jurisdiction. There is an appeal possible from arbitration awards upon errors of law apparent in the record, just as from a court record.

The process of mediation and conciliation calls for a dispute by the government, action leading to it usually arising from one of the parties to the controversy, and acceptance of the government's action by the other party; the utmost the government can do in bringing on mediation and conciliation is for the Board of Mediation and Conciliation to arbitrate awards upon errors of law apparent in the record, just as from a court record.

Neither can arbitration be forced by the government. It can be instituted only by the consent of both parties, but once started they are under compulsion to see it through. The process of arbitration is provided for in the next section of the act. "Whenever a controversy shall arise . . . which cannot be settled through mediation and conciliation . . . such controversy may be submitted to the arbitration of a board of three persons."

Each side chooses a third of the board and the third chosen by the board is chosen by the Board of Mediation and Conciliation.

JAPANESE QUIT CALIFORNIA

Marquis Inouye Says More Are Leaving Than Arriving.

Vancouver, B. C., Aug. 10.—That there are fewer Japanese in California is asserted by Marquis Katsonuke Inouye, retiring Japanese Ambassador to England, who is here to-day, en route to Japan.

"There has been much talk of late," the ambassador said, "about the increase of the Japanese in the United States and elsewhere, and this is particularly so with reference to California. It may interest you to know that more Japanese have left San Francisco recently for their native land than have gone to California. They have only gone there to study Western methods, which they apply to their business on their return. They do not wish to stay in California and they are not staying there."

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CARMEN FAVOR BOSTON SYSTEM

Will Probably Incorporate
Plan in Demands on
N. Y. Companies.

PROVIDES 9 HOURS'
WORK IN EACH 11

Fitzgerald Tells Employees How
to Organize Locals—Massachusetts Lawyer Here.

William B. Fitzgerald, who led the trolley men in the recent strike, gave advice yesterday to committees representing employees of the New York Railways Company and the New York & Queens Railway Company. He told them how to organize local divisions of the Amalgamated Association of Street and Electric Railway Employees of America, and how to draw up demands on the companies.

"No date has been set for the conference with representatives of the companies," he said last night, "but it will probably not be for several weeks. We are waiting and hope to be ready to present our demands soon."

The committees of both the green and red car companies have already begun drawing up their complaints. While much attention is paid to higher wages one of the principal points will be the rearrangement of schedules and working hours. The men assert they are on duty from twelve to seventeen hours and frequently get in only six or eight hours work in that time.

Would Equalize Hours.
"We want to equalize the working hours and give every man, if possible, the same amount of work in a day," said Mr. Fitzgerald.

The carmen will contend for the strict enforcement of the provision of the state railroad law, which provides that they may not be worked more than ten hours out of twelve. The practice in Boston, Pittsburgh and Buffalo is considered "a model system," and it is likely to be incorporated in the demands. In Boston the men work nine hours out of eleven on duty, in Pittsburgh, nine and ten hours out of twelve, and in Buffalo, twelve consecutive hours. The Boston plan is the one that is being urged.

Preliminary meetings were held yesterday by employees' committees of the Second Avenue Railroad Company, the blue line, and the Richmond Light & Railroad Company, which is being organized. The committees are expected to begin to-day. The committee of the blue line employees went over the details at a special meeting last night in Lyceum Hall.

Massachusetts Lawyer Here.

The presence in New York yesterday of James H. Vahey, attorney for the twenty Massachusetts divisions of the carmen's association, strengthened the belief that New York workers intended to prefer their services in case an arbitration board is set up. Vahey's work with the carmen's association, but he did not deny he had conferred with leaders.

Mr. Fitzgerald also said last night the employees were proceeding rapidly to perfect the organization and elect officers will be held within a week.

BAN ON EXPLOSIVE SHIPMENTS UPSET

U. S. Court Annuls Jersey City's Prohibition
Against Railroad.

The Jersey City Commissioners acted illegally in placing an embargo on railroad shipments of munitions, following the Black Tom explosion, this was the decision of United States Judge Rollstab at Belmar yesterday after hearing the argument of the Canadian Car & Foundry Company, Limited. The police of Jersey City have been enjoined from stopping shipments of munitions going through the city on the Delaware, Lackawanna & Western Railroad.

Jersey City police intend, however, to stop all other shipments. Although enjoined to yield to the order of the court, it is their intention to make all other companies obtain their own injunctions, since the order of the court issued yesterday related to only one.

Judge Rollstab, in granting the injunction, held that interstate commerce is controlled by the Federal government through its commission. If the municipality has a grievance it must appear before the Interstate Commerce Commission. The judge contends that there cannot be two sources with power to regulate the same subject.

It is not held that the police power is entirely abrogated, but the judge believes that the Jersey City Commissioners acted beyond their authority in stopping shipments from without the state.

F. SIMON & CO. BUY STORE

Purchase Fifth Avenue Property They
Have Held on Lease.

Franklin Simon & Co. have bought the property at 414 Fifth Avenue that has been occupied under lease by the Franklin Simon & Co. store since 1901. The firm was one of the pioneers on Fifth Avenue above Thirty-fourth Street, leasing the property which was formerly the home of Mrs. Orme Wilson, from the Duncan Realty Company.

H. J. Sachs & Co., brokers in the original lease, also negotiated the sale. With the purchase Franklin Simon & Co. have 101 feet on the avenue, 245 feet on Thirty-eighth Street, and the right to an alleyway to Thirty-eighth Street.

PUBLIC NOTICE.

BUILDING SALE

THE BRONX PARKWAY COMMISSION offers for sale to the highest bidder, Residential, Store, Apartment and Factory buildings, located on twenty parcels, for demolition or removal from the Bronx River Parkway Reservation within thirty days after surrender of same. All bids must be made on form provided by the Commission, and subject to rules and regulations therein set forth. Sealed bids will be received at the office of the Commission, Pondfield Road, Bronxville, N. Y., on or before 2 P. M.

Thursday, August 17th, 1916.

at which time bids received will be publicly opened. Lists of these buildings will be furnished upon application.

Bronx Parkway Commission,
Pondfield Road, Bronxville, N. Y.

MYSTERY IN SINKING OF TUG AT HOBOKEN

German Ships' Guard Had No
Explosion or Collision.

Contract Breakers Lay All
Exporters Open to
Criticism.

ARGENTINA ONE OF
MANY COMPLAINING

Department of Commerce Has
Straightened Out Many
Tangles.

[From The Tribune Bureau]
Washington, Aug. 10.—"Breaking of contracts and failure to ship goods up to specifications are not new to American exporters, nor do complaints as to such practices come only from Argentina," declared Dr. E. E. Pratt, Chief of the Bureau of Foreign and Domestic Commerce, to-day, commenting on the complaints from the South American republic that American manufacturers had violated their contracts.

The Department of Commerce receives complaints constantly regarding the failure of American exporters to live up to their contracts, these complaints coming from every section of the world. Numerous complaints have reached the department from the South American republics, and instead of making these complaints public agents of the department have taken the matter up personally with the American firm complained of, and have been successful in straightening out many of them.

Only a Few Dodge Obligations.
Dr. Pratt declared that the failure of a small minority of American business men to live up to their obligations lays the entire business public under a cloud of criticism as have come from Argentina.

Dr. Pratt prepared the following statement for The Tribune, criticizing the shortsighted policy of those American manufacturers who fail to keep to their agreements:

"Breaking of contracts and failure to ship goods up to specifications are not new to American exporters, nor do complaints as to such practices come only from Argentina. In the great body of American business men engaged in foreign trade there are bound to be done who are so shortsighted as to regard a permanent and profitable trade for the immediate gain in a single transaction.

Acts Affect Whole Trade.
"I believe that the number of American business men who fail to live up to their obligations in supplying goods of the right kind and on the right terms is very small indeed, yet the transactions of this small minority lay the entire business public open to such criticisms as have come from Argentina.

"Undoubtedly there have been a number of cases in which our exporters fell down on their contracts or have shipped goods inferior to samples, especially since the outbreak of the war in which an American manufacturer had made a contract without due regard to the possibilities of an increase in the cost of his materials and of shipping he was compelled either to cancel his contract and possibly sustain a loss or to break his contract.

"It may be that the American exporter, being unable to supply exactly what he had agreed to, substituted articles which he considered of an equal value, but which were unsatisfactory to the foreign importer, and he probably did this without first consulting his foreign customer. This inevitably caused trouble and was a very short-sighted policy on the part of the manufacturer.

Great Majority Honest.
"No criticism is too harsh for the exporter who deliberately fails to fulfill his obligations and who, but should be remembered that this class of men is a comparatively small number, and their actions cannot justly be taken as a basis for criticizing the many honest and conscientious men who are endeavoring to build up a foreign trade for the United States and to create a good will among foreign buyers that will insure the permanency of the trade.

The proposed arbitration agreement between the United States and Argentina will serve as a means of adjusting disputes between the business men of the two countries, but the real problem is to educate our business men to the point where they will give foreign buyers little or no cause for complaint, and thus prevent there being disputes to adjust.

"We cannot expect the foreign buyer to have our point of view in business practice. What we may accept, as a matter of course, is interpreted by a foreign buyer as a deliberate evasion of promises and contracts, and if there is any possibility of our exporters being unable to live up to the promises they have made, these facts should be brought clearly to the attention of the foreign buyer at the time of the sale."

Hotel York To Be Improved.
Many owners along the Seventh Avenue subway are improving or planning to alter their premises in anticipation of the opening of the subway. About \$25,000 is to be spent in making more attractive the Hotel York, at the northwest corner of Thirty-sixth Street and Seventh Avenue.

One Day Excursions.
LAKE HOPATCONG
\$1 NEXT SUNDAY—Also Every Sunday and Holiday
Lv. W. 23d St. 8:30; L. Liberty St. 9:00; Lv. Lakewood, Jersey City, 9:17 a.m.; Lv. Lakewood, New York, 9:30 a.m.

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MANHATTAN.
Fourth Av., cor. 25th Street.
Elbridge St., cor. Livingston St.
East Houston St., cor. Essex St.
Seventh Av., bet. 43th & 49th Sts.
Lexington Av., cor. 124th St.
Grand St., cor. Clinton St.
E. 72d St., bet. Lexington & 3d Aves.

FIRE RECORD.
A. M.
7:45—125-108 West 21st st.; Maria da Prato; unknown.
8:15—127th st. and Harlem River; Ignam estate; slight.
8:25—3215 Broadway; Richard Horowitz; slight.
8:30—21th st. and Madison av.; 1441; Blanton; slight.
9:40—40 1st st.; R. Horowitz; slight.
10:40—1st st. and 1st Ave.; R. Horowitz; slight.
11:45—29 Jackson st.; John Zachary; slight.
12:15—299 East 44th st.; Mary Lamb; \$100.
1:15—186 East 97th st.; M. Pagan; slight.
2:15—186 East 97th st.; M. Pagan; slight.
3:15—499 W. 125th st.; Goodwin & Goodwin; slight.
4:15—186 East 97th st.; M. Pagan; slight.
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TWO PORTS LOOK FOR THE BREMEN

New London and Norfolk
Sure Deutschland's Twin
Is Off the Coast.

NEW ENGLAND TOWN
TO ENTERTAIN CREW

New Warehouse Alongside
\$1,000,000 Pier Adds to Mystery of Expected Submarine.

The rumor persisted yesterday that the Bremen, twin to the submarine liner Deutschland, was hovering off the coast and might dash into an American port at any moment. Norfolk, Va., expected the submersible to enter Chesapeake Bay early this morning and New London, Conn., was equally confident that it would turn up there within a few days.

Some inkling of New London's faith reached Norfolk and immediately the report spread that the Bremen had entered the three-mile limit off the New England coast and was coming south awash. Despite the earlier stories that the Bremen had sunk or been captured, Norfolk is firmly convinced that the Eastern Forwarding Company has had recent tidings of its vessel and that the thick weather may shortly bring it through the patrol of the Allies' ships.

New Warehouse Cited.
With equal certitude the wisecracks of New London pointed to the workmen toiling to construct a huge warehouse beside the \$1,000,000 state pier as corroboration of their assertion that the Bremen was expected. According to the contract the work must be done by next Thursday. The tour of inspection made by the officials of the Eastern Forwarding Company and arrangements they made for a year's option on 600 feet of the pier near the warehouse are facts that have strengthened the conviction that the Bremen or another undersea merchantman is to dock at New London.

To Entertain Crew.
A German importer of New London offered to give \$1,000 toward a purse to be divided among the crew of the Bremen when it arrived. Already steps are being taken toward organizing a reception for them. Steamship and railroad companies entering New London deny having received any unusual quantity of rubber, nickel or other commodities which might be intended for the Bremen's return cargo.

Many knots with field glasses along the shore, peering out into the mist to catch the first sight of the sea dogger. Early yesterday morning an exorable and persistent watcher caught sight of a periscope and quickly spread the news that the Bremen was on hand. It proved to be the L-31 of the United States navy on the way to the submarine base at East New London.

The Bremen's new financial editor is causing much comment by the remarkably clear, crisp way he presents the news of the business world. He can not only write well himself, but he has the knack of getting other experts to give the essentials of their knowledge also. Be sure to read Mr. Garrett's Business Man's Financial Page on Sunday.

The Tribune Magazine—
A good hour's reading of live articles on up-to-the-minute subjects. Don't miss the big story by Abbot Thayer showing how England's battleships are painted in a color that must prove dangerous to them in war. Mr. Thayer is one of the foremost American artists. His clear explanation of concealing colors is remarkably interesting. A contrasting feature of the magazine is a page of Hill's witty cartoons illustrating week-enders on their holiday train.

John H. Fahey—
Tells some unexpected news of the commercial reputation the United States has won in South America. It's not all pleasant reading, but Mr. Fahey gives facts that the American business man should know who hopes to sell his goods abroad.

F. P. A.—
After a month's vacationing, the skipper of The Conning Tower is back at the wheel. His clever column is better than ever. Don't miss it on Sunday.

The Ad-Visor—
The Tribune's Bureau of Investigation continues on the job. You may find information in this important department Sunday that will save you many times the cost of the paper.

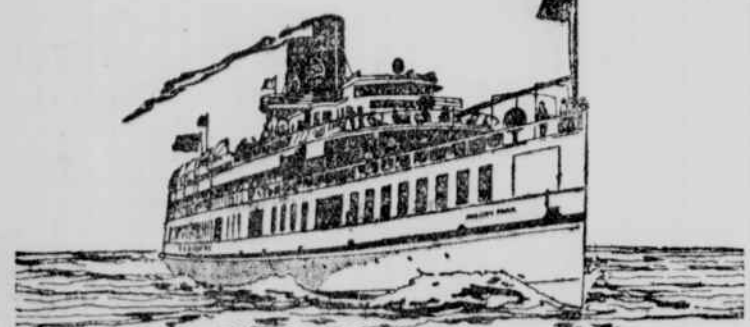
Briggs—
The real life cartoonist—always human and humorous—has another of his famous smile makers.

And then, besides all this, you get the world's news, presented in that chatty, interesting style characteristic of The Tribune. It's a pleasure to read every page. Tribunes sell fast every day, particularly Sunday. Tell your news-dealer to-night to save your copy of

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NORTH JERSEY COAST RESORTS
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SANDY HOOK ROUTE STEAMERS
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These famous twin screw liners now make a landing at foot of West 132d Street as well as West 42d Street and Cedar Street, thus bringing to residents of all parts of New York the convenience and pleasure of using this luxurious line of steamers, and enjoying the ideal sail through New York Harbor.

Steamers leave as follows:
Foot of West 132d St., week days, 10:00 A.M., 2:45, 7:30 P.M., Sunday, 8:30, 9:30 A.M., 12:30, 3:50 P.M., (10:10 P.M., E. Long Branch only).
Foot of West 42d St., week days, 8:50, 9:50, 10:30 A.M., 12:30, 1:50, 3:15, 4:15, 5:20, 8:00 P.M., Sunday, 9:00, 10:00 A.M., 1:00, 4:20, 7:15 P.M., (10:40 P.M., E. Long Branch only).
Foot of Cedar St., week days, 9:15, 10:15, 11:00 A.M., 1:00, 2:15, 3:45, 7:45, 15:45, 8:20 P.M., Sunday, 9:30, 10:30 A.M., 1:30, 4:40, 7:35 P.M., (11:10 P.M., E. Long Branch only).
I will run September 4.

Thursday, August 17th, 1916,
at which time bids received will be publicly opened. Lists of these buildings will be furnished upon application.

Bronx Parkway Commission,
Pondfield Road, Bronxville, N. Y.